

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, Oakland, CA 94612, P.O. Box 12688, Oakland, CA 94604-
2688
510-464-6000

**NOTICE OF MEETING AND AGENDA
BART ACCESSIBILITY TASK FORCE**

July 27, 2023
2:00 p.m.

A regular meeting of the BART Accessibility Task Force (BATF) will be held on Thursday, **July 27, 2023**, starting at 2:00 p.m. to 4:30 p.m. The meeting will be held at East Bay Paratransit's location at 1750 Broadway, Oakland, California 94612, 1st Floor conference room. The facility is served by public transportation. The nearest BART Station is the 19th Street BART Station and there are multiple AC Transit routes to the meeting site.

Please note that this meeting will be held in person in the East Bay Paratransit, 1st Floor conference room, Oakland, CA 94612 with an option for public participation via teleconference.

Presentation materials will be available via Legistar at <https://bart.legistar.com>

You may join the Committee Meeting via Zoom by calling **1-833-548-0282** and entering access code **889 7606 2928**; logging in to Zoom.com and entering access code **889 7606 2928**; or typing the following Zoom link into your web browser: <https://us06web.zoom.us/j/88976062928>

If you wish to make a public comment:

- 1) Submit written comments via email to **evanloo@bart.gov**, using "public comment" as the subject line. Your comment will be provided to the Committee and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 12:00 p.m. on **July 27, 2023**, in order to be included in the record.
- 2) Appear in person and request to make a public comment.
- 3) Call **1-833-548-0282**, enter access code **889 7606 2928**, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log in to Zoom.com, enter access code **889 7606 2928**, and use the raise hand feature; or join the Committee Meeting via the Zoom link (<https://us06web.zoom.us/j/88976062928>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made within one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

Meeting Location
East Bay Paratransit, 1750 Broadway, Oakland, CA 94612
1st Floor Conference Room

1. Roll call of BATF members. (Information) 5 minutes
Self-Introductions: Staff and Guests.
2. Public comment. (Information)
An opportunity for members of the public to comment on items not on the agenda.
Public comment is limited to two (2) minutes per person
3. Approval of June 22, 2023 meeting minutes. 5 minutes
(Information/Action)
4. BART Fiscal Year 24 and Fiscal Year 25 budget update. 15 minutes
(Information/Action)
5. BATF member nomination (s) and elections. (Information/Action) 10 minutes
6. Consider changes to the BATF By-Laws to simplify new 20 minutes
membership requirements. (Information/Action)
7. Review and approve BATF recruitment flyers to hand out during 15 minutes
BART's outreach events. (Information/Action)
8. Discuss and approve BATF Holiday Reception on December 13, 10 minutes
2023. (Information/Action)
9. Member Announcements. (Information) 5 minutes
10. Staff Announcements. (Information) 5 minutes
11. Chairperson Announcements. (Information) 5 minutes
12. Future Agenda Topics – Members Suggest Topics. 5 minutes
Next meeting scheduled: August 24, 2023, Thursday
13. Adjournment.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688, Oakland, CA 94604-2688

BART ACCESSIBILITY TASK FORCE
Committee Meeting **DRAFT** Minutes
June 22, 2023

1. Roll Call of Members:

1. Anita Ortega
2. Catherine Callahan
3. Clarence Fischer
4. Don Queen
5. Emily Witkin
6. Gerry Newell (Vice-Chair) - ABSENT
7. Herb Hastings (2nd Vice-Chair) - ABSENT
8. Janice Armigo Brown
9. Larry Bunn - ABSENT
10. Randall Glock (Chair)
11. Roland Wong
12. VACANT
13. VACANT
14. VACANT
15. VACANT
16. VACANT
17. VACANT
18. VACANT

Quorum of six in-person BATF members. Eight BATF members in total attended in-person. “Just Cause,” was not used for this meeting.

BART Customer Access and Accessibility Department Staff:

Elena Van Loo
Bob Franklin

BART Director (s), BART Staff, Speakers, and members of the public:

Director Robert Raburn
Wendy Wheeler (BART Staff)
Sabrina Baptiste (BART Staff)
Bridgett Nolot (Captioner)

Alicia Garispe (Captioner)
Daveed Mandell (Guest)
Bruce Yow (Guest)
Natalie Maxwell (Guest)
Shira Leeder (Guest)
Annie (Guest)
Sergio Valencia (Guest)

2. Public Comments

No public comments.

3. Approval of May 25, 2023 Meeting Minutes

Randall Glock moved to correct agenda item, “Approval of April 27, 2023 meeting minutes,” to, “Approval of May 25, 2023 meeting minutes.” Clarence Fischer seconded the motion.

Motion was passed unanimously to correct June’s agenda to approve May 25, 2023 meeting minutes from April 27, 2023 meeting minutes.

Clarence Fischer moved approval of the May 25, 2023 meeting minutes. Roland Wong seconded the motion.

- Motion passes with six (6) in favor, zero (0) against, and one (1) abstention.

4. Next Generation BART Faregates

Wendy Wheeler presented on “Next generation BART faregates.”

She highlighted faregate features, which will first be installed at the West Oakland BART Station.

She went over, “qualification highlights”:

- Proposed solution met each BART requirement specifically, without exception
- Faregates in service for more than 3.94 billion rides annually (pre-COVID)
- 26 years of experience with sensor technology
- Fully open architecture and modular design
- Extensive integration experience with TR4 and legacy systems
- STraffic has deployed more than 16,000 faregates

She went over, “improved customer experience – Accessibility,”:

- STraffic has worked extensively with the ADA community and incorporated learnings into faregate designs
 - Equipped with top and side-mounted readers
 - Sensor technology for safe access of persons and service animals
 - Aisle lighting, messaging, and color-coding options

She mentioned the next generation faregates will have advanced sensor technology to detect, piggybacking, bicycle luggage, wheelchair, tailgating, and no facial recognition. She noted the gates comply with BART's Surveillance Ordinance by blurring the images, so no clear facial images are captured for analysis.

She went over the next generation faregate diagram to prevent fare evasions:

- Alarms – Piggy backing and crawl over the faregate
- Can not crawl under the faregate
- Modular overhead bridge makes it harder to climb over
- The gate will close when someone is coming in on the opposite direction and didn't pay.

She mentioned that all the next generation faregates have the ability to be bi-directional.

She mentioned next generation BART faregates will be piloted at West Oakland BART Station, as it is geographically close to the BART Maintenance and Engineering Staff where the new generation faregates will have a faster turn-around-time if faregates needs maintenance attention.

Wendy Wheeler went over the next generation faregates initial deployment schedule starting in 2023, with a completion in 2025.

Clarence Fisher asked how will the next generation faregate not detect piggyback riders if a parent is carrying a child under five years old or walking the child through the faregate. Wendy Wheeler mentioned this is something her department is still working on this.

Roland Wong asked if the audio sounds from the current faregates will be the same as the new generation faregates. Wendy Wheeler stated the audio sounds from the current faregates will be the same with the new generation faregates.

Roland Wong asked if the new generation faregates will have one panel or two panels and Wendy Wheeler answered there will be two panels.

Randall Glock encouraged BATF members and members of the public to go to West Oakland BART Station to test the new generation faregates when they are installed in a few weeks.

Natalie Maxwell introduced themselves and mentioned they work for the Center for Independence in Berkeley as a transportation trainer. They expressed concerns why the pilot is at West Oakland BART Station and voiced concerns with the next generation faregate style. Natalie Maxwell thinks the money is not being spent wisely and best to spend it on increasing accessibility within the BART system along with better wayfinding in and around BART.

Natalie Maxwell expressed concerns with the size of the new generation faregate. Wendy Wheeler mentioned the size of the current faregate will be the same size as the new generation faregate and does comply with the Americans with Disabilities Act (ADA).

Natalie Maxwell mentioned riders are not familiar with different sounds when processing your Clipper Card. They shared there should be an outreach to educate what the different beeps represents, especially people who are visually impaired or a person who is blind.

Annie stated she was at a previous BATF meeting and she mentioned the old faregates do not show remaining balance on the side or above and asked if the new generation faregates will show the remaining balance. Wendy Wheeler mentioned she will look into this.

Clarence Fischer confirmed the new generation faregates will not take BART paper magnet tickets and Wendy Wheeler confirmed the new generation faregates will only take Clipper Cards.

Randall Glock thanked Wendy Wheeler for her presentation.

5. Change Schedule BATF Public Meeting Time From 2:00 pm to 1:00 pm- A Discussion

Randall Glock lead the agenda item to change scheduled BATF meeting time from 2:00 pm to 1:00 pm.

Randall Glock shared he was approached from a BATF member to look into changing the meeting time. He expressed that when the time changes it gets darker just around when the meeting ends and it is the height of the evening commute.

Roland Wong stated he is in favor to change the time to 1:00 pm. He mentioned pre pandemic, it was very difficult to load the train due to heavy number of commuters around 4:30 pm when BATF meetings ends. Roland Wong stated if meeting ends at 3:30 pm, the train won't be as crowded and it is still daylight.

Clarence motioned to vote to change the scheduled BATF meeting time from 2:00 pm to 1:00 pm. Roland Wong seconded the motion.

- Motion does not pass with four (4) noes, three (3) in favor, and zero (0) abstention.

Randall Glock confirmed BATF scheduled meeting starting time remains at 2:00 pm.

6. BATF Goals for 2023

Clarence Fischer mentioned one of the goals is to continue to be involved with the new generation faregates. He stated he would like to see BATF members be involved with testing the new generation faregates at the pilot station, West Oakland BART Station.

Anita Ortega stated getting AC Transit and BART trains schedule to be more coordinated between the two agencies and added during COVID-19, AC Transit cut some bus stops. She mentioned to have BATF members reach out to staff and see what can be done.

Randall Glock mentioned another big goal is recruiting new BATF members. He asked as a committee, how BATF members can reach out to potentially get new BATF members.

Elena Van Loo shared that there was a BART news article on June 1, 2023 entitled "BART is recruiting new members of the BART Accessibility Task Force (BATF)," and mentioned about ten people have expressed interest, which is good news.

Director Robert Raburn suggested to have an agenda where there are a list dates of BART events or BART street fairs and maybe have flyers available to recruit BATF members.

7. Member Announcements

No member announcements

8. Staff Announcements

Elena Van Loo announced:

- 2nd quarter travel reimbursement will be turned in on July 10, 2023.
- It is the responsibility of BATF members to let Elena know to update the card number if there are any changes to the RTC or Senior discount card number.
- She will schedule an agenda item to discuss having an in-person BATF Holiday Reception on December 13, 2023.

Bob Franklin shared he is working on getting approval at the July 27, 2023 BART Board of Directors meeting to increase the travel stipend for all BART Advisory Committee members.

Director Robert Raburn thanked BATF members and members of the public for their services.

9. Chairperson Announcements

No chair announcements

10. Future Agenda Topics – Member Suggest Topics

- List of BART events, BART fairs to promote BATF recruitment
- Approve in-person BATF Holiday Reception December 13, 2023
- Change the BATF By-Laws under Article V, Termination of membership
 - Members has missed four regular meetings in a calendar year...There is no provision for excused absences
 - Herb Hasting requested via email

11. Adjournment

The meeting adjourned at 3:07 pm until the next regularly scheduled meeting, July 27, 2023 at 2pm.



FY24 & FY25 Budget Adoption

BART Accessibility Task Forces (BATF)
July 27, 2023



Agenda

FY24 & FY25 Adopted Operating Budget

- Major Changes
- Operating Budget Sources and Uses
- Net Result & Projected Deficits
- Revised Five-Year Outlook & Fiscal Runway

FY24 & FY25 Executive Summary

In FY24 & FY25, BART will continue to deliver reliable, safe, frequent service with a focus on ridership experience

At the same time, BART is also focused on extending the fiscal runway. FY24 is balanced and FY25 has a deficit of \$93M.

- Any underspending or cost saving measures will reduce the federal emergency assistance need, extending the fiscal runway
- Pursuing every available funding opportunity including a regional measure in 2026

The Revenue budget includes two-step CPI-based fare increase of 5.5% (effective Jan 1, 2024 and Jan 1, 2025).

The Expense Budget includes

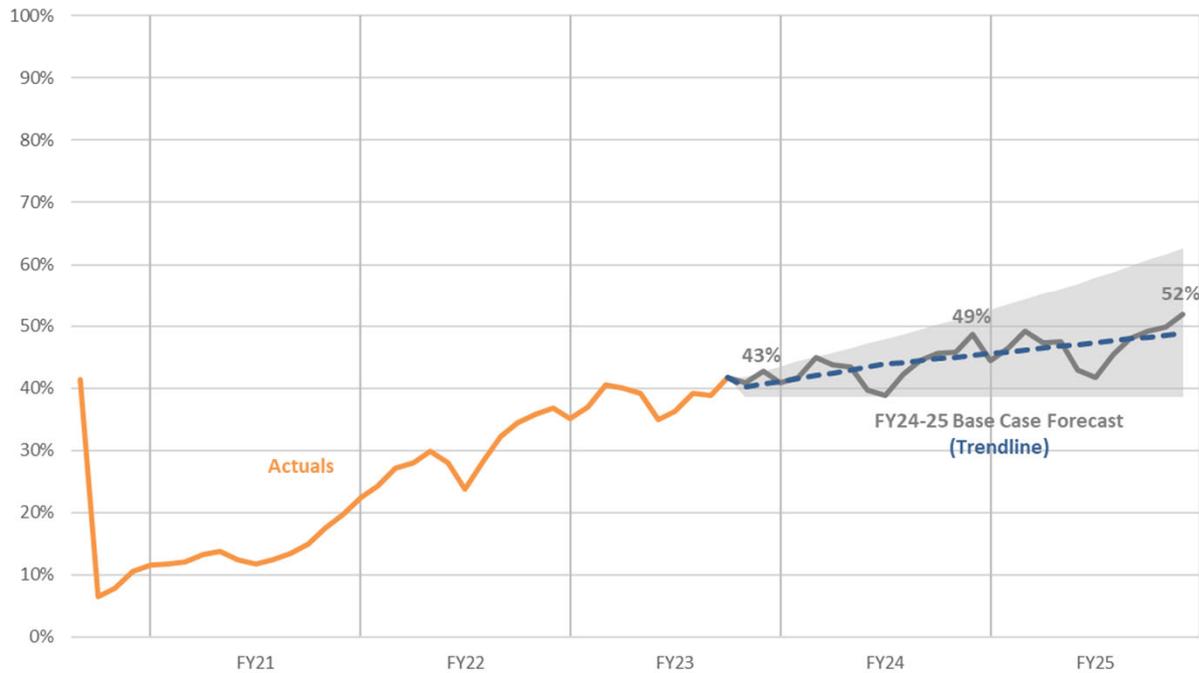
- FY24 3% NREP, AFSCME, ATU, SEIU | 2% BPOA and BPMA
- FY25 4% NREP, AFSCME, ATU, SEIU | 2% BPOA and BPMA

FY24 & FY25 Operating Budget

Net Result	FY23	FY24			FY25		
(\$Millions)	Forecast	Adopted	Change		Adopted	Change	
			\$	%		\$	%
Operating Revenue	229.9	264.2	34.3	14.9%	292.5	28.4	10.7%
Financial Assistance	482.7	469.2	(13.5)	-2.8%	480.9	11.7	2.5%
Subtotal - Traditional Sources	712.6	733.4	20.8	2.9%	773.5	40.1	5.5%
Operating Expense	652.3	700.5	48.2	7.4%	726.8	26.3	3.7%
Non-Labor	216.3	233.0	16.7	7.7%	237.7	4.7	2.0%
Debt Service & Allocations	147.4	150.6	3.2	2.2%	151.4	0.8	0.5%
Subtotal - Uses	1,016.0	1,084.1	68.1	6.7%	1,115.9	31.7	2.9%
Net Result Before Federal Emergency Assistance	(303.4)	(350.8)	(47.4)	15.6%	(342.4)	8.4	-2.4%
Federal Emergency Funding	303.4	350.8	47.4	15.6%	249.6	(101.2)	-28.8%
Deficit	0	0	0	-	(93)	(93)	-

FY24 & FY25 Ridership Outlook

% of Pre-Pandemic Expectations:
Actuals and FY24-25 Budget Forecast



- Return-to-office has largely flattened; no longer forecast to be major driver in ridership growth
- Average Weekday Forecast:
 - End of FY23: ~165,000
 - End of FY24: ~185,000
 - End of FY25: ~195,000
- Typical BART rider
 - 31% live in households with income under \$50,000
 - 44% do not have a vehicle
 - 67% identify as non-white

FY24 & FY25 Operating Revenue & Financial Assistance

Regular Revenues (\$Millions)	FY23	FY24			FY25		
	Adopted	Adopted	FY24 vs FY23		Adopted	FY25 vs FY24	
			\$	%		\$	%
Rail Passenger Revenue	222.1	225.0	2.8	1%	254.4	29.4	13%
ADA Passenger Revenue	0.5	0.5	(0.0)	-1%	0.5	0.0	3%
Parking Revenue	13.1	14.8	1.7	13%	14.9	0.1	0%
Other Operating Revenue	19.4	23.9	4.4	23%	22.8	(1.1)	-5%
Subtotal - Operating Revenue	255.2	264.2	9.0	4%	292.5	28.4	11%
Sales Tax Proceeds	299.0	319.8	20.9	7%	327.2	7.4	2%
Property Tax Proceeds	58.0	61.2	3.2	6%	64.3	3.1	5%
VTA Financial Assistance	32.7	34.7	2.1	6%	34.8	0.1	0%
MTC Financial Assistance Clipper Start	0.3	0.5	0.2	57%	1.2	0.8	172%
Local & Other Assistance	9.1	12.7	3.6	39%	13.6	0.9	7%
State Transit Assistance	22.7	23.5	0.8	3%	23.2	(0.3)	-1%
Low Carbon Transit Operations Program	10.3	10.3	(0.0)	0%	10.3	0.0	0%
Low Carbon Fuel Standard Program	16.6	6.5	(10.1)	-61%	6.4	(0.1)	-2%
Subtotal - Financial Assistance	448.6	469.2	20.6	5%	480.9	11.7	3%
Total – Regular Revenues	703.8	733.4	29.6	4%	773.5	40.1	5%

- Pre-pandemic, BART was highly self sufficient
 - 60-70% farebox recovery
 - Allowed for allocations to critical capital reinvestment projects
- Post-pandemic, \$1.6B federal emergency assistance filling fare revenue gap through early 2025

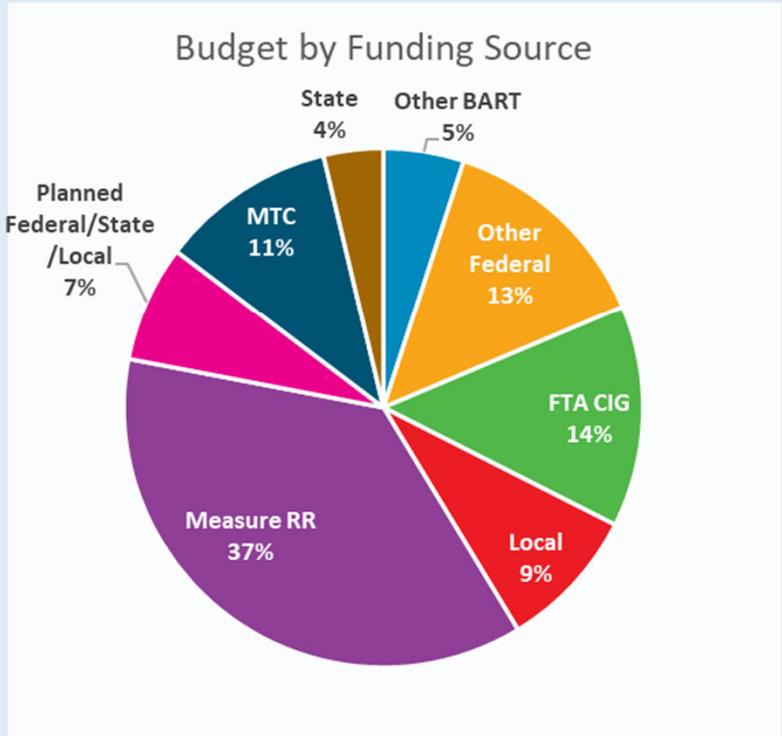
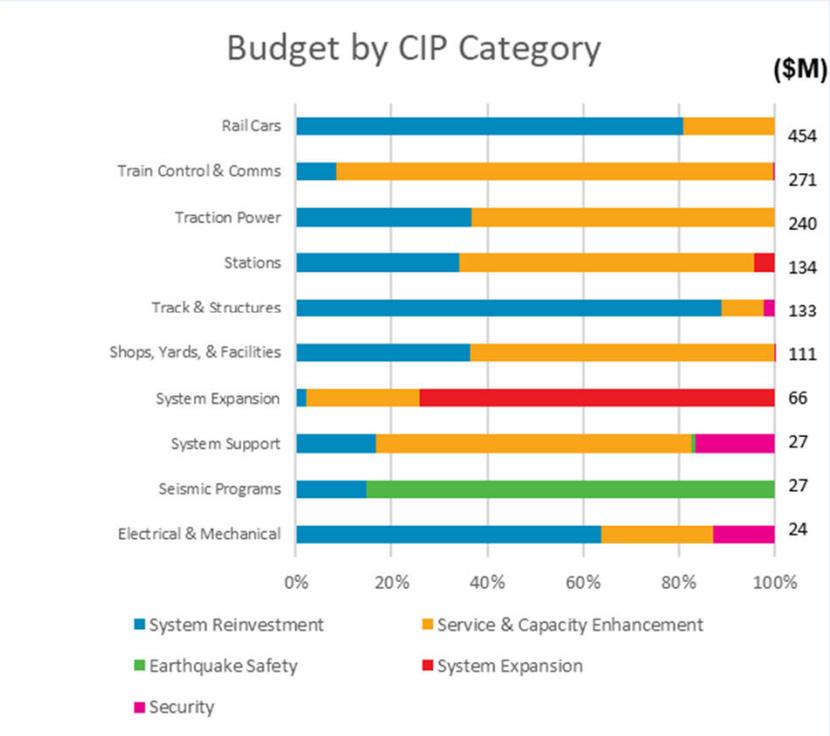
FY24 & FY25 Total Expense

Total Expense (\$Millions)	FY23	FY24			FY25		
	Adopted	Adopted	FY24 vs FY23		Adopted	FY25 vs FY24	
			\$	%		\$	%
Net Wages	339.6	386.7	47.1	14%	411.9	25.2	7%
Net Overtime	48.4	52.9	4.5	9%	55.0	2.1	4%
Net Fringe	244.1	260.9	16.8	7%	259.3	(1.6)	-1%
Subtotal - Labor	632.2	700.5	68.3	11%	726.2	25.7	4%
ADA Paratransit	16.7	18.8	2.1	13%	20.4	1.6	9%
Purchased Transportation	12.7	59.0	46.3	365%	8.5	(50.5)	-86%
Power	52.7	7.9	(44.8)	-85%	60.7	52.8	666%
Other Non-Labor	145.7	147.3	1.6	1%	152.5	5.2	4%
Subtotal - Non-Labor	227.8	233.0	5.2	2%	242.2	9.2	4%
Debt Service	59.9	60.1	0.2	0%	60.2	0.1	0%
Allocations	97.5	90.5	(7.0)	-7%	86.8	(3.7)	-4%
Subtotal - Debt Service & Allocations	157.4	150.6	(6.8)	-4%	146.9	(3.7)	-2%
Total - Uses	1,017.4	1,084.1	66.7	7%	1,115.3	31.2	3%

- FY24 expenses have increased by approx. 7% from FY23.

FY24 Capital Sources & Uses

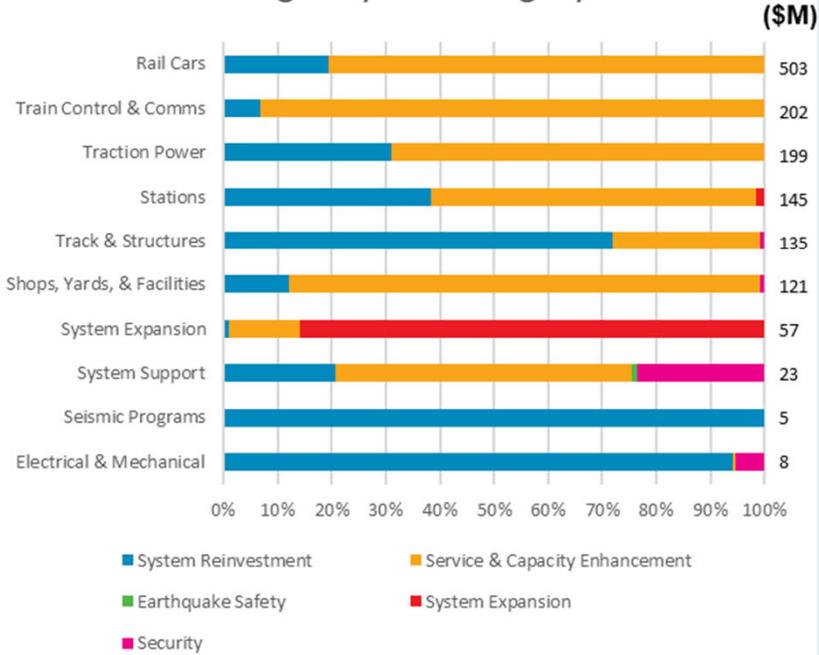
FY24 Budget
\$1,487,655,092



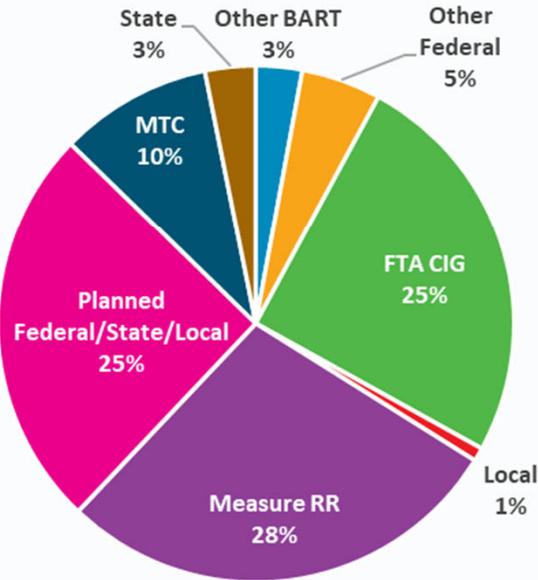
FY25 Capital Sources & Uses

FY25 Budget
\$1,397,573,885

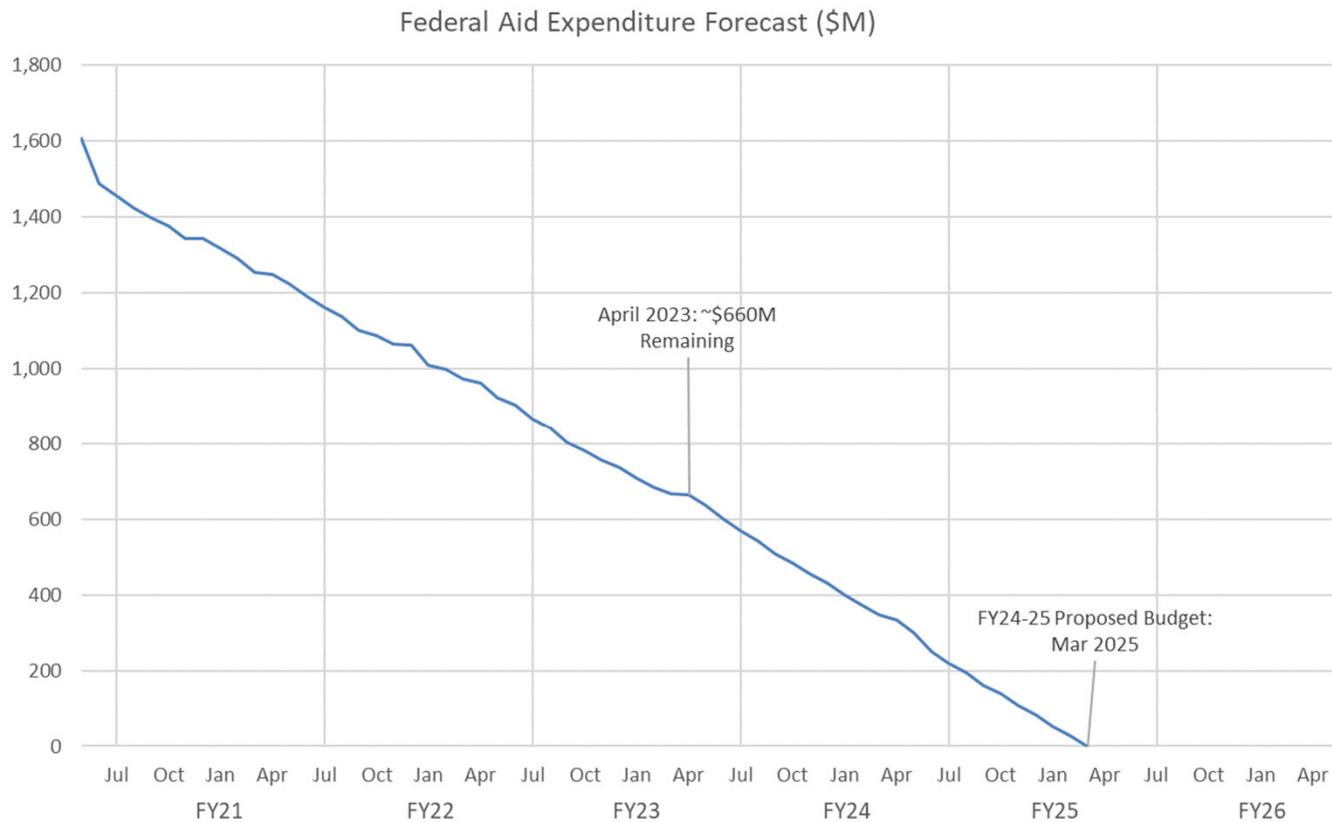
Budget by CIP Category



Budget by Funding Source



BART's Fiscal Runway



- Federal funding projected to cover deficits until March 2025
- FY24-25 Adopted Budget currently shows a \$93M deficit for FY25

Five-Year Operating Outlook

(\$M)	FY24	FY25	FY26	FY27	FY28
Operating Revenues	264	293	318	349	393
Financial Assistance	469	481	496	512	532
Total Regular Revenues	733	773	815	861	925
Operating Expense	934	964	986	1,005	1,114
Debt Service & Allocations	151	151	150	153	153
Total Uses	1,084	1,116	1,136	1,158	1,268
Operating Result	(351)	(342)	(322)	(298)	(342)
Total Federal Assistance	351	250	0	0	0
Total Net Result	0	(93)	(322)	(298)	(342)

Closing the gap

- Reducing/deferring expenses or minimizing expense increases
- Increasing revenues
 - Inflation based fare increases in 2024 and 2025
 - Parking fee adjustment
- With the region, advocating with the region for state 'gap' support

BART ACCESSIBILITY TASK FORCE (BATF) APPLICATION and NOMINATION FORM

Name of applicant: Daveed Mandell

3. EXPERIENCE AND SKILLS

3.a. Names and purposes of boards, commissions, or task forces you currently serve on or have served on and its relevancy to serving on BART's Task Force. Please indicate dates of service and the positions you held, if any:

1. Board of Directors, San Francisco Chapter, California Council of the Blind, since 1997; have organized and served on several advocacy committees concerned with BART, bus, paratransit and taxi accessibility in San Francisco and East Bay; currently serving on Advocacy Committee involved with effort to regionalize Bay Area Transit system; working with MTC on network management and wayfinding accessibility.
2. Last year Joined San Francisco's Senior and Disability Work Group; spearheaded renewal of campaign calling for significantly more accessible pedestrian signals; held several sessions with SFMTA, the Work Group and the blind and low vision community.
3. In March joined AC Transit's Accessibility Advisory Committee; submitted list of major accessibility issues compiled by Advocacy Committee of SF Chapter, CCB.
4. In 2020, co-founder of Bay Area Cross-Disability Coalition. Purpose is to formulate regional positions/principles and advocate for greater public transit accessibility for people with disabilities.
5. In 2017-2018, initiated and went to lobby for ad a two-year Transit Justice Project, funded by a \$75,000 grant from the San Francisco Foundation, under the auspices of the East Bay Center for the Blind in Berkeley. The project got underway in late 2018. We conducted and distributed surveys to ascertain transit barriers for both fixed-route transit and paratransit, and to seek possible solutions. We reached out to many senior and disability organizations, such as CRIL, Senior and Disability Action, and United Seniors of Oakland and Alameda

County. We hired two UC Berkeley summer interns to assist us with outreach and with researching best accessibility practices throughout this country and abroad. We began to forge partnerships with transit advocate organizations throughout the Bay Area, including Urban Habitat, LifeElderCare, Public Advocates, TransForm, and Genesis. We joined Voices for Public Transportation, helped draft its Vision and Principles Statement, and served on its Coordinating Committee. We joined the Regional Mobility Management Group and lobbied for significant paratransit improvements. Right before the start of the current pandemic, we began to work with Urban Habitat to organize several disability community forums but had to put this on hold.

6. Despite the pandemic, and no longer working with the East Bay Center for the Blind, I have forged additional partnerships with CIL in Alameda County; SVILC in Santa Clara County; ILRCSF in San Francisco; and Choice in Aging in Contra Costa County. I work closely with Jessica Lehman, Executive Director of Senior and Disability Action, which is now organizing in the East Bay; Pi Ra, Director of Senior and Disability Action's San Francisco Transit Justice Program; Brian Haagsman, Vision Zero Organizer with Walk San Francisco; Nicole Bohn, Director, and Deborah Kaplan, Deputy-Director, with the [San Francisco] Mayor's Office on Disability; Adina Levin, Advocacy Director with Seamless Bay Area; Ian Griffiths,

Policy Director with Seamless Bay Area; Mary Lim-Lampe, Executive Director of Genesis; Bob Allen, Policy and Advocacy Campaigns Director of Urban Habitat; Emma Martin, Systems Change Director of CIL; Kacei Conners, Transportation Advocate with CIL; Fiona Hinze, System Change Director of ILRCSF; Christine Fitzgerald, Community Advocate with SVILC; Andrea Mok, Transportation Manager/Program Director with LifeElderCare; Deborah Toth, Chair of Transportation Sub-Committee of [California] Department of Aging and Community Living's Advisory Committee (DACLAC), and Executive Director of Choice in Aging; Drennen Shelton, Disability and Senior Planner with MTC; AC Transit Directors Jovanka Beckles and Jean Walsh; Alameda County Transportation Commission Director and Supervisorial Candidate Rebecca Kaplan.

7. Last year, I joined the Transportation Committee of the American Council of the Blind. I work closely with eminent transit accessibility consultant and APTA Board member Ron Brooks, director of Phoenix-based Accessible Avenue, and renowned Orientation and Mobility researcher and consultant Billie Louise Bentzen, Research Director with Accessible Design for the

Blind, Anchorage, AK. I also work with transit advocates in Maryland and am closely following the project to equip 25 WMATA stations and 1000 bus stops with the new UK-developed Waymap mobile application. I am also in close touch with Evelyn Tichenor with GoodMaps in Louisville, KY.

3.b. Why do you want to serve on and what skills do you bring to the BART Accessibility Task Force:

I worked for some thirty years as a radio and print journalist. I have excellent research, communication, speaking and writing skills. As an accessibility advocate for more than thirty years, I have gathered much information, expertise, and many contacts regarding public transit throughout the country and abroad. I am aware of the many accessibility issues that the Bay Area's disability community faces regarding public transit in general, and BART in particular. For example, I believe that BART must develop a consistent accessibility "interface", if you will, when it comes to such issues as wayfinding within and outside BART stations. Entrances and exits are not easily and rapidly discernible by blind people and people with low vision.

Finding fare gates is almost impossible when no one goes through them, because they don't emit any audible cues, and there are no consistent guide strips to lead people to these gates. Braille and raised-print signage needs to be updated and upgraded. People should be able to follow audible or tactile signs to find their way. They should not have to learn or memorize routes within BART stations.

3.c. How would your membership assist in establishing communication with the disability community:

As I have demonstrated previously, I am in close contact with many organizations and individuals in the disability and senior communities. I did not yet mention that I am also a member of California Alliance for Retired Americans (CARA), East Bay Gray Panthers, and San Francisco Gray Panthers. I think organizing BART community town halls, discussions and forums from time to time would be extremely helpful. In this effort, I would avoid "gripe" sessions, but rather would encourage seeking and exploring possible constructive solutions to accessibility difficulties that the community faces.

Signature of Applicant: Daveed Mandell

Date: June 20, 2022**

Agenda Item #6

“Consider changes to the BATF By-Laws to simplify new membership requirements”

BART Accessibility Task Force By-Laws (Partial)

Article IV – MEMBERSHIP

C. NOMINATION AND SELECTION PROCESS (page 3 of the BATF By-Laws)

During the 2nd quarter of each odd-numbered calendar year, the staff liaison will contact each member to determine if they are interested in continuing to serve.

In addition, staff shall seek members through notices, in stations, on the BART website, contact with underrepresented disabled groups and seniors, and other means as appropriate. **Out of four consecutive meetings, an interested applicant must attend three and then apply for membership. Applicants must be endorsed by the members of the BATF through a majority vote. Their names are submitted by the BATF staff liaison to the BART Board of Directors for final approval. The BATF staff liaison will notify the applicant of the Board’s decision regarding their application.**

**Want to help make BART more accessible for
seniors and people with disabilities?
The BART Accessibility Task Force (BATF)
is recruiting new members!**

The BATF is a public committee comprised of BART riders to advise the BART Board of Directors and staff on accessibility-related issues to make the BART system accessible to all.

WHEN: Fourth Thursday of the Month
(dates subject to change)
2:00 pm — 4:30 pm

WHERE: East Bay Paratransit
First Floor Conference Room
1750 Broadway
Oakland, CA 94612
(Accessible via BART 19th St. Station)

Learn more about the BATF, visit:
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